

Appl. No.: 10/612,669
Response dated August 2, 2005
Reply to Office Action of April 22, 2005

REMARKS/ARGUMENTS

The remarks below are in response to the final Office Action mailed on April 22, 2005 in the present application. In the Office Action, Claims 14-16 were rejected under 35 U.S.C. §102(b) as being anticipated by U.S. Patent No. 3,669,498 to Meyers et al. (“Meyers”). The remaining Claims 17-19 were rejected under 35 U.S.C. §103(a) as being unpatentable over Meyers alone and in combination with U.S. Patent No. 5,542,775 to Bechtoldt et al. (“Bechtoldt”).

Meyers discloses a seat structure for a bucket seat of an automobile. The seat structure 10 includes a seating cushion unit 12 and a back unit 14 extending upward from the cushion unit, as shown in Figure 1. The seating cushion unit includes a spring assembly 30 embedded into a foam body 18, as shown in Figure 3 of Meyers. The spring assembly includes a plurality of sinuous springs 32 which extend front to rear in the foam body. Each of the linear springs is provided with mounting end portions 60 that project from the foam body, as shown in Figure 5 of Meyers.

The seating cushion unit is mounted on a frame 22, as shown in Figure 3 of Meyers. The frame includes side rails 62 which are provided with upstruck tabs 64. The seating cushion unit is assembled to the frame by snapping the spring mounting end portions over the tabs so as to place the springs in tension.

Claim 14 of the present invention recites a method of forming a rail clip including providing an elongate rail with an angled, constant cross-section having a securing portion for securing the rail to a seat base and another extending portion extending at an angle away from the securing portion of the seat base, forming a plurality of tabs extending along a longitudinal edge of the rail by removing portions of the extending portion to define the tabs and bending the tabs to form hooks for receiving the end of a wire spring.

Advantageously, construction of the rail clip from an angled rail with a constant-cross section that can readily be obtained from an existing stock of angled rails lessens the effort required when forming the rail clip. Use of the already angled rail allows forming of the tabs by simply removing portions of the extending portion (such as through a punch operation) to define the tabs and then bending the tabs into a hook shape.

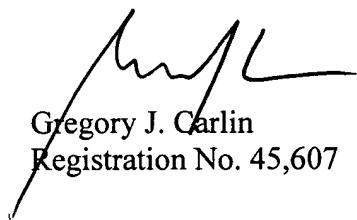
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Meyers, on the other hand, discloses a frame 22 which does not appear to have been manufactured out of angle rails. The frame of Meyers, as shown in Figure 3, has front and back rails that form what appears to be an integral, rectangular shape. This most likely was manufactured from an existing flat sheet with a large number of punching and bending operations. Meyers, therefore, at best teaches a much more complicated process than that described in Claim 14 of the present application. Further, there is no suggestion in Meyers that its frame 22 is manufactured of angle rails or that use of such angle rails would be advantageous. Meyers, therefore, fails to teach or suggest the present invention as described in Claim 14.

None of the remaining cited references, alone or in combination with Meyers, teaches or suggests the method for constructing the rail clip described in Claim 14. The remaining Claims 15-19 depend from, and further patentably distinguish, Claim 14. The rejection of Claims 14-19 under 35 U.S.C. §§102(b) and 103(a) have therefore been overcome and Claims 14-19 are in a condition for allowance.

It is not believed that extensions of time or fees for net addition of claims are required, beyond those that may otherwise be provided for in documents accompanying this paper. However, in the event that additional extensions of time are necessary to allow consideration of this paper, such extensions are hereby petitioned under 37 CFR § 1.136(a), and any fee required therefore (including fees for net addition of claims) is hereby authorized to be charged to Deposit Account No. 16-0605.

Respectfully submitted,



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